

HANNIBAL JOURNAL.

HANNIBAL.

THURSDAY, FEBRUARY 17, 1853.

G. CHURCH, Editor and Proprietor.

It will be perceived, by a reference to the paper of the 10th inst., that William O. Young, Esq., is a candidate for re-election to the office of Clerk of the County Court of this county. We have had a long personal acquaintance with Mr. Young, and know him to be a first rate man and an excellent clerk. If individual merit, and the requisite qualifications can constitute the proper recommendations for a candidate, then Billy O. Young 'can't be beat.'

We are authorized to announce WM. O. YOUNG as a candidate for re-election to the office of CLERK OF THE HALLS COUNTY COURT, at the ensuing August election.

The Market.

No change in Tobacco. During the past week very little has come in.

The market for Lard and Pork is unsettled. What little of these two articles has arrived from the country, has been bought up for home consumption at higher prices than they are selling for in Cincinnati. One lot of three wagon loads of Bacon sold on Monday at 70, Hog round. This price cannot be expected to be maintained, as bacon sells at less in St. Louis, and of course it would not pay to ship at this rate. All over the country, there seems to be a sort of waiting and watching on the part of buyers and sellers, and, in the absence of transactions, we who are not very well versed in the facts and figures connected with this subject, shall venture no opinion as to whether it is the 'manifest destiny' of bacon to advance, or recede, or stand still.

SPY-CARTS PLANK ROAD.

The subscriptions to this road are fast mounting up. The shares, \$50 each, are being taken rapidly enough to give promise that the whole amount needed will soon be made up. A very considerable amount has been subscribed in Ralls county. It is rightly looked upon as an enterprise calculated materially to enhance the value of stock in the Hannibal and New London Plank Road, by opening a continuous thoroughfare into a very wealthy portion of Illinois, and there connecting with other important roads in that State. Consider the character of the country bordering and lying back of the Mississippi river, for many miles above and below this city, and it will inevitably appear, not only that the construction of the Spy-Cart Plank Road must make Hannibal by far the best point for crossing the river, but that a large amount of through travel, east and west will pass over this road, and as a consequence of this, nothing can be more reasonable than the supposition of a greatly increased amount of traveling on the Hannibal and New London Plank Road, and a consequent, certain increased value of stock. In other words, the two roads, by forming a continuous thoroughfare, will greatly benefit each other, and mutually enhance the value of stock in both enterprises. It was a clear appreciation of these important facts which induced Judge CARSTARPHEN, Col. THOS. CLEAVER, Mr. H. BROWN, and other gentlemen of Ralls county, of well known judgment and foresight, who are stockholders in the Hannibal and New London Plank Road, to subscribe liberally also, to the Spy-Cart Plank Road. They knew it would be good, paying stock, and they knew too that it would increase the value of the stock already held by them in the Hannibal and New London Road.

Sudden Death.

Last Sunday evening, between the hours of 9 and 10 o'clock, Mr. Thos. Priest died very suddenly. She had returned from this city to her home, a distance of some five miles, during the afternoon, and was apparently well. Standing by the fire immediately before her death, she for the first time remarked that she felt sick, and stepped towards a bed in the same room, but just before reaching it fell to the floor and was never seen to breathe again. Having many relations and friends around her, by all of whom she was beloved and respected, her sudden death has excited much and mournful attention.

Plank Road to Philadelphia.

The large dividends which the Hannibal and New London Plank Road promises to pay, has induced another project to present itself in a favorable form to our citizens. This is a Plank Road from Hannibal through Palmyra and Philadelphia to the North-western boundary of this county, between four and five miles beyond Philadelphia. Once completed to this point, we might fully rely on Shelby county continuing the road to Shelbyville, and thence the demands of trade would carry it to Edina, the county-seat of Knox county. The road can easily be built so as not to be interfered with by the Railroad.

The very great amount of produce that comes to this city in that direction, will be certain to make stock in a road to the north-western boundary of the county, through Palmyra and Philadelphia, a profitable investment.

Hannibal and New London Plank Road and Bridge Company.

The stockholders in this company met last Monday at the office of the company in this city, and elected the following named gentlemen directors for the ensuing year:

WM. P. SAMUEL, Brison Stillwell, A. S. Roberts, A. G. Gano, C. Carstarphen, H. Brown, Thos. Cleaver, John Matthews, and J. F. Hawkins. All members of the old board, except Mr. Gano and Mr. Matthews, who were elected in place of Mr. B. McCormick and Mr. Geo. Schroter, who had declined being candidates for re-election.

CENSUS OF MISSOURI.

We are indebted to Mr. R. W. Moss for a copy of the "Census of the State of Missouri, taken in 1852." St. Louis county has a free white population of 118,336; 1,341 free persons of color; 4,069 slaves; total population, 123,853. Marion county has a free white population of 9,244; 79 free persons of color; 2,677 slaves; total population, 12,000. Ralls has a free white population of 4,565; no free persons of color; 1,441 slaves; total population, 6,006. Monroe has a free white population of 9,020; 38 free colored persons; 2,227 slaves; total population, 11,285. Pike has a free white population of 10,119; 32 free persons of color; 3,126 slaves; total population 13,277. Audrain has a free white population of 3,363; no free person of color; 482 slaves; total population, 3,845. Scotland has a free white population of 5,006; no free persons of color; 172 slaves; total population, 5,178. Shelby has a free white population of 3,872; 11 free persons of color; 515 slaves; total population, 4,398. Macou has a free white population of 7,086; no free persons of color; 423 slaves; total population, 7,517. Adams has a free white population of 2,926; 6 free persons of color; 55 slaves; total population, 2,977. Boone county has a free white population of 10,592; 45 free persons of color; 4,018 slaves; total population, 14,655. The City of St. Louis has a population of 94,819; Independence, 3,102; Lexington, 2882; Hannibal, 2704; St. Joseph, 2,257; Weston, 2008; Columbia, 1139; Cape Girardeau, 1177; Liberty, 1100; Jefferson City, 1090; Booneville, 2189; Palmyra, 1163; Louisiana, 1349; St. Charles, 1837; Ste. Genevieve, 1027; Warsaw, 441; Rocheport, 490; Fulton, 722; Jackson, 307; Brunswick, 655; Plattsburg, 259; Greenfield, 232; Washington, 509; Union, 205; Springfield, 775; Fayette, 765; Glasgow, 772; New Franklin, 284; Warrensburg, 288; Troy, 428; Paris, 630; Georgetown, 285; Clarksville, 358; Plate City, 530; Parkville, 520; Richmond, 336; Camden, 170; Arrow Rock, 295; Shelbyville, 386.

THE RAILROAD.

Editor of the Hannibal Journal: Annexed, I hand you an extract from a private letter dated Cincinnati, Feb. 4th, which, from the remarks and inquiries it contains, may be of interest to many of your numerous readers, and which are at your service, if you deem them worth publishing. I only remark that the writer is of the 'upper ten,' and is a railroad man.

He remarks:—"I notice in the papers, the occasional mention of your Railroad, and regret to observe the tone of doubt or uncertainty of its early commencement or construction. Is there, or can there be, any doubt, or much longer delay, about it? I notice the confident manner of speaking of the commencement and construction of the Pacific Road—its twin route, the North-western route, and the Iron Mountain route, while that of your road is spoken of as if dependent upon some contingency! If the Hannibal and St. Joseph road is built, 'If not built now, it will be at some time,' &c. 'I am really surprised at your tardy movements. Why? You have as much land given to you as will build your whole road, if properly managed. You should long since have had it under contract, and your iron bought in England, where it could have been had at low prices, and on terms of long credit. What are you doing about it? Do you expect to commence it this year? Are the surveys made? Is it located? It ought to be made straight from your town to St. Joseph. Better to do this now than to have to do it hereafter. If well built, and on the nearest and straightest line, it cannot fail to be a paying road."

"I mailed to you last week the last report of our Little Miami Railroad up to Dec. 1, 1852. I hope you have received it. By it you will see what good management has done. The stock has been selling in New York at \$125 for \$100! It is now paying 10 per cent. dividends, besides 5 to 6 per cent. applicable to its bonds!"

"The net work of Railroads now in operation, under construction, and projecting, through Ohio, Indiana, and Illinois, will soon place you in connection with all the northern, eastern and southern cities; and your road, 'if built' soon, will be the great thoroughfare to Nebraska, Oregon, California, and the Mormon country."

"They have got a Railroad Map here in the hotels and offices, showing the Hannibal and St. Joseph Road, in strong red lines, as passing through Quincy, and connecting with all the eastern and southern works. What do you think of that?"

Plank Road Extension.

A subscription is about being raised, to make a plank road from Frankfort to New London.

The new Board of Directors in the Hannibal and New London Plank Road and Bridge Company, on Monday re-elected the following officers:

WM. P. SAMUEL, President; C. CARSTARPHEN, Vice President; E. HAWKINS, Treasurer; F. LEVERING, Secretary.

POUNCE SLAVE CASE.

On the 1st of October, 1851, a slave, "Jerry," belonging to John McReynolds, of this county, was rescued from the U. S. Marshal by a mob, at Syracuse, N. Y. Twenty-six ring-leaders in this outrage have been indicted, and their trial is now progressing at Albany, N. Y. One of these men, named Reed, has been convicted. A report of the proceedings in court, with synopses of speeches on both sides (Gerrit Smith for defendants,) is being published in an Albany paper. We are indebted to our friend, E. W. Southworth, Esq. of New London, for copies of the papers, and will commence the publication of the proceedings in full in our next paper, not doubting they will be deeply interesting to our readers.

Public Sale.

WILL BE SOLD, on TUESDAY, MARCH 18th, the REMAINS OF THE CALAROOKS, for cash in hand. J. T. DAVIS, Street Commissioner.

PROCEEDINGS OF THE CITY COUNCIL.

HANNIBAL, February 14, 1853. Last Monday, at 9 o'clock, A. M., a called meeting of the city council was held at the City Hall.

Present—His Honor, T. R. Selmes. From First Ward, Thos. Brice, A. J. Settles and Robt. Rafter; Second Ward, A. S. Roberts, Francis Schneider and H. Westfall; Third Ward, A. G. Gano, J. D. Dowling and Hudson Martin.

The following note, addressed to the members of the council, will sufficiently explain the object of convening the council:

HANNIBAL, Feb. 12, 1853. You are hereby notified that there will be a meeting of the city council at 9 o'clock A. M., Monday the 14th inst., to ballot for Directors for the Hannibal and New London Plank Road and Bridge Company. So far as the stock of the city is concerned, as I am a contractor in said road and bridge, I decline either to cast the vote of the city or to be a candidate for any office in said company. Prompt attendance is requested at the Market House Hall.

T. R. SELMES, Mayor. The question first coming up for discussion, was in relation to the legality of electing any person not a stockholder, to cast the vote of the city by proxy. This was finally settled by consulting R. F. Richmond, Esq., the Attorney for the Hannibal and New London Plank Road and Bridge Company, who decided that the council, by resolution, might authorize anybody to cast the vote of the city.

Mr. Martin suggested that the Council now go into the election of a proxy to cast the vote of the city for directors.

He thought the vote of said proxy, so far as the election of directors to represent the city stock in the Road and Bridge was concerned, might be cast in favor of persons who are not stockholders; that the city, as a stockholder, has a right to such a representation as the State has in our State Bank.

Mr. Gano thought that this city could not take the same course in relation to this matter that the State takes towards the Bank. The Plank Road Law under which we have organized our road expressly says none but stockholders can act as directors.

Mr. Roberts coincided with Mr. Gano. The State pursues this course in accordance with a special act of the Legislature. On the contrary, our charter as it now stands, positively forbids the election of any but a stockholder to be a director. He thought steps should be taken to obtain from the Legislature an amendment of our charter in this respect.

On motion of Mr. Settles, Resolved, That J. D. Dowling be and is hereby fully authorized to cast the vote of the city of Hannibal for directors in the Hannibal and New London Plank Road and Bridge Company, at the election to be held on this day for directors for the ensuing year. Passed.

His Honor, the Mayor, said it now remained for the gentlemen of the city council to decide whether they would instruct their proxy as to who he should vote for, or whether they would leave that to his discretion.

Mr. Settles was in favor of designating two members of the council who are stockholders, and instructing Mr. Dowling to vote for them to represent the city stock, leaving his action in relation to the other seven directors, to his own discretion.

Mr. Roberts remarked that at the last election of directors, some compromises were made, in order, as far as possible, to give Hannibal fair play, and at the same time do justice to the stockholders in Ralls county. With these views, while we had power to nearly fill up the directory from this side of the river, there had been a mutual understanding that certain men on this side, and certain men on the other side of the river, were to be elected directors.

On motion of Mr. Settles, J. D. Dowling, our Proxy to vote for directors in the Hannibal and New London Plank Road and Bridge Company, was instructed to vote for A. S. Roberts and A. G. Gano for directors, and for the balance of the Board to exercise his own discretion.

Mr. Roberts, chairman of the committee of Finance, to whom had been referred the subject of the city printing, reported that the committee had awarded said printing to O. Clemens, publisher of the Hannibal Journal.

On motion of Mr. Schneider, the City Attorney was instructed to draw up a contract for the printing, under the direction of the committee of Finance.

Mr. Westfall presented an ordinance in relation to the killing of tame Pigeons. He stated that they had become a nuisance. They were flying about the city in large numbers, and were alighting on people's houses, and behaved quite contrary to all proper ideas of cleanliness, where cisterns were supplied from the roofs of our houses. He had cleaned his own cistern out a few days ago, and was astonished at the result, and he could not conceive of any other way to learn them better manners, except by shooting them.

Mr. Roberts also declared himself an enemy to pigeons, but the fact that they were property, suggested some difficulties about the power to legalize the shooting of them. He was willing, however, to fix the damage for killing them, at a quarter or half a cent apiece. He would pay one half cent damage himself for enough to supply the Brady house. Owners might be notified that their pigeons must be kept at home, otherwise the birds would be killed, and their owners allowed a quarter of a cent.

The Mayor thought the act of shooting might be legalized, just so far as the city was concerned; or, in other words, it might be declared that the city would exact no fine for the breach of ordinance against shooting in the city, so far as shooting pigeons was concerned, and would leave individuals to take the responsibility of risking a suit from the owners for damages. The city ought not to be held responsible for any damages to the owners.

Mr. Martin suggested that permission might be given to men to shoot pigeons when they found them on their own grounds.

Mr. Westfall objected to this, as too slow a method of destruction. They were a great nuisance. He did not doubt that other cisterns were in a condition similar to that in which his had been. The cisterns were generally nearly dry, now; they might be cleaned out, and kept clean, if the pigeons were cleaned out, also.

The Mayor did not doubt that the mixture alluded to was good to make corn grow, he believed it was called guano—but it was very doubtful whether, when put into our drinking water, our taste was refined enough to appreciate it. He thought tame pigeons flying at large might be declared a nuisance, and that the ordinance relating to shooting within the city limits, be suspended for ninety days, so far as it may be applied to shooting pigeons.

Mr. Gano spoke in favor of a preamble, to be published with the ordinance, explaining the reason for its enactment.

Mr. Martin wished the matter referred to the committee on Ordinances.

Mr. Westfall thought that the subject should be disposed of immediately.

ORDINANCE IN RELATION TO PIGEONS.

Be it Ordained, By the City Council of the City of Hannibal:

Sec. 1. All tame pigeons flying and going at large in this city, be and they are hereby declared a nuisance.

Sec. 2. So much of Ordinance No. 30, entitled "An Ordinance for the Prevention of Fires," approved May 29th, 1852, as relates to shooting fire arms in the city of Hannibal, be, and the same is, hereby suspended for 90 days, so far as relates to the shooting of pigeons by persons 21 years old and upwards.

Sec. 3. This Ordinance to be in force from and after publication.

T. R. SELMES, Mayor.

Approved, February 15th, 1853.

On motion, the Council then adjourned.

The River.

There is considerable floating ice, though a boat arrived from St. Louis on Tuesday, bringing papers of Sunday's date.

The Weather.

Rain on Monday night and on Tuesday, followed by snow on Tuesday night, to the depth of two or three inches. Yesterday sunny and thawing.

Quincy Ingenuity.

Quincy is desirous of tapping the Hannibal and St. Joseph Railroad at Palmyra, and with this view has set two notable projects on foot, both calculated for effect in the East. 'State policy' in her hands is made to subserve two purposes, tending to the same point, but apparently contradictory. With one hand she seeks to elevate Quincy, and with the other to strike down Pike county, and tread her rights under foot. By her maneuvering, the Illinois Legislature, which could not, without a violation of principle, grant a charter for a railroad, lying in Pike county, and beginning and terminating in the State of Illinois; the Legislature, which could not grant this charter, because some people in Missouri might be benefitted, can, without any offence against this same 'State policy,' grant a charter for a railroad bridge, one-half of which must be built within the jurisdiction of Missouri, and which, when completed, will be a means of transit for Missouri proprietors of a Missouri road. They can grant a charter for a work lying partly in Missouri and partly in Illinois, but 'State policy' will not permit a charter to be granted for a work lying wholly in Illinois! What, then, is 'State policy,' but a transparent mantle of hypocrisy thrown over sectional legislation? The charter recently granted by the Illinois Legislature for a railroad bridge across the Mississippi river opposite Quincy, is one of the projects noticed above, as a sample of Quincy ingenuity. The other is an incorrect map, exhibiting by one broad, red line, a straight route from St. Joseph through Palmyra and Quincy to the Atlantic, with a diminutive branch road from Palmyra to Hannibal. It may not be known in the East, where this map is intended to produce effect, but it is well known in the West, that Hannibal is on a directly straight line from St. Joseph to the Atlantic; that Palmyra is north of this straight line, and that Quincy is as much north of Palmyra. The truth is, that at Palmyra, the railroad is nearer a straight line through Hannibal, than through Quincy. The incorrectness of the map is so glaring as to make its publication downright impudence. It may be seen at J. A. Inslee & Co.'s.

A bridge across the Mississippi opposite Hannibal, can as soon be built as one opposite Quincy; we have the advantage of being on a straight line from St. Joseph to the Atlantic, which they have not; the road on this side of the river, from Hannibal to St. Joseph is under contract; no part of their proposed route is so; and, finally, the railroads connecting us with the Atlantic, are nearly completed westward to Hannibal. In the spring our railroad will be commenced; in four years it will be completed, and long before that time the controlling power of Quincy will have retired before the awakened spirit of wronged Central Illinois. We admire the enterprise of our Quincy neighbors; we wish it were in our power to conclude this article by a commendation, also, of their love of justice and of fair and liberal dealing.

By an act of the Legislature, recently passed, the Judge of our Court of Common Pleas has probate jurisdiction in this township.

MISSOURI PENITENTIARY.

We are under obligations to Mr. R. W. Moss for the Annual Report of the Inspectors of the Penitentiary.

The whole number of persons now in the penitentiary is 232. We are glad to see that there are no printers among them, and sorry to see that there are thirty-seven coopers. Twenty-one persons are confined for murder in the first, second and third degrees. From Marion county is Henry Clark, aged 20, a native of Kentucky, offence, burglary and larceny, sentence five years, received into the penitentiary March 27, 1850, occupation a cooper; also, John T. Wheaton, aged 22, a native of Maryland, offence, obtaining money under false pretences, sentence three years, received March 24, 1851, occupation a cooper.—146 of the inmates were sent from St. Louis county. From Pike county is N. M. Kirk, aged 26, a native of Ohio, offence, grand larceny, sentence two years, received June 28, 1851, occupation, a blacksmith. From Marion county, Frank Dickson was incarcerated for burglary and larceny, sentence two years, received March 24, 1851, pardoned March 26, 1851; also, Harvey Jordan, aged 19, a native of Ohio, offence grand larceny, sentence two years, received March 19, 1852, pardoned April 10, 1852. Eighteen convicts were pardoned during the years 1851 and 1852, 126, or considerably over half the convicts now in the penitentiary, are not over 30, or under 20 years of age. The oldest man in the penitentiary is a German from St. Louis county, 72 years of age; there are three persons aged 17, two from St. Louis, and one from Cole county.

Rev. Mr. Snow continues his series of interesting lectures on temperance, commencing on Monday, and ending Saturday night. He every night draws together large audiences, and his efforts seem to be encouraged by the approval of the majority of our citizens. On Tuesday night he proposed that the ladies should meet this afternoon, and form an organization to be exclusively under their own control. This is certainly applying a formidable motor, where the ponderous, irresistible machinery of public opinion is to be put in motion. Public Opinion—it rules the world, and in this country the ladies, when they choose to unite, rule public opinion. Mr. Snow is evidently posted up as to what he is about.

At the new banking house of Messrs. Blatchford & Whitney, we saw yesterday portraits of two of our prominent citizens: one of His Honor the Mayor, and one of a well known member of the bar in this city. Both are excellent likenesses, but the latter particularly striking. They are productions remarkable not only for their accuracy, but the fineness of their finish, and an animation of expression so like life, as to convey the idea that the pictures seem about to speak.

The artist, Mr. GEO. W. HARE, is evidently a man of genius. He is but recently from England, and brings testimonials that he was a member of the Royal Academy of Fine Arts, in London, for twenty years. We therefore direct the attention of the public to these paintings.

THE RAILROAD TO THE PACIFIC.

We are indebted to Senator Geyer for a copy of Mr. Gwin's Pacific Railroad Bill, and of a map of the United States, in which are laid down the roads proposed by Mr. Gwin, apparently with a view of showing their connection with the railroads now in operation or projected throughout the country. In this map our railroad is laid down, and numerous other roads, projected and in operation, throughout the United States, though connected only indirectly with this system; but by what oversight has the draftsman of this map omitted the road projected from Hannibal to Naples; that actually in operation from Naples through Jacksonville to Springfield; that projected from Springfield through Decatur to Terre Haute; and that in operation from Terre Haute to Indianapolis; and that partially completed to Columbus? This line of railroads, passing through the central parts of Illinois, Indiana and Ohio, is connected at various points with the St. Louis and Cincinnati railroad, by routes projected and in operation.

The protracted meeting at the Southern Methodist Church in this city closed last Sunday night. It had continued six weeks, resulting in fifty-two conversions, and forty-nine accessions to the Church.

During the present session of the Legislature, a bill passed, providing for a State road from Hannibal to Saverton, and thence to Matson's Mill, and thence to Frankfort. It is thought that the best route for that portion of this road lying between Hannibal and Saverton, would be along the river bank under the bluff, and it would be level and comparatively straight. We know a gentleman who is willing to pay \$100 towards making a first rate road on this route, and he feels confident that numbers of others will do the same.

MEETING OF THE DIRECTORS OF THE HANNIBAL AND ST. JOSEPH RAILROAD.

The Directors of the Hannibal and St. Joseph Railroad in this city have been notified by R. M. SWEART, President of the Road, to attend a meeting of the Board of Directors in Glasgow, Mo., on the first Monday in March.

We direct the attention of our readers to the advertisement of Samuel Stillwell, No. 53, Olive street, St. Louis, manufacturer of alcohol, spirit gas, &c. Dealers will no doubt find it to their interest to give him a call.

Hon. John M. Clayton has been elected U. S. Senator by the Legislature of Delaware, for a full term. Mr. Clayton's return to the Senate will be highly gratifying to his numerous friends and admirers. He will be a most able and efficient member of that body.

Lines addressed to a lady of this city, and published in this paper by her request:

A VALENTINE OFFERING.

Among the flowers most sweet and fair,
That bloomed along life's gay, parting,
Were thoughts that perfume breathed along,
Of thee, and thy bewitching song.

Whether did my soul most pleasure quaff
Of song, or from thy ringing laugh,
Was doubtful; both were equal fraught
With merry mischief, Cupid wrought:

But thou, who once didst thus beguile
Sweet hours, with song and sunny smile,
Gave pang to many an aching breast,
When he close to make most blest:

Flate with happiness and pride,
Bore off his fair and happy bride;
But time, apace, brought trifling change,
To whom grief had, as yet, been strange:

The bride away so blissful borne,
Too soon, alas! was brought to mourn,
Bereaved sad, and aural grief,
To which time slowly brings relief:

But ah! the old times come again,
As late I listened to thy strain,
Of its part notes of mirth and bliss—
Yet all its former sweetness left.

Be happy, fairest lady, still!
Enough remains of gifts to fill
Even to the brim, thy cup of bliss—
Lo! shunning, thou those blessings miss.
Feb. 14th.

The following was picked up in the street by a friend. It is an exact copy of the original manuscript, with all its peculiarities:

FOR ST. VALENTINE'S DAY.

I, with but a short acquaintance do have the assurance to send thee a few lines, In the shape of a Valentine, And if this should prove offensive to thee, I hope that you will forgive me.

To think of thee is my soul's delight,
And my dreams are of thee by night,
Where e'er I roam my thoughts are of thee,
Were I to travel to the end of the world, I'd think of thee.

Thy name by me is adored,
And in my bosom is secured
Aye it is locked up in my heart
That it from my memory may ne'er part.

The remembrance of thee drives sorrow away
When I am sad and dreary,
I will this to a close bring before I your patience weary,
So good bye, and think not that I flattered you, for I am no flatterer.

STANZES FROM THE GERMAN.

My heart, I bid thee answer—
How are love's marvels wrought?
"Two hearts to one pulse beating,
Two spirits to one thought!"
And tell me how love cometh?
"It comes—unsought—unseen!"
And tell me how love goeth?
"That was not love that went!"

Married.

On the 9th inst., by Rev. Mr. Dines, Mr. R. W. BLAKELY of this city, to Mrs. SARAH R. LAMB, of Louisville, Ky.

On 10th inst., by Elder John M. Johnson, HENRY YEATER, of Pike county, to Mrs. HANNAH M. MOSS, of Marion county.

CHARLES G. MARTIN. WM. R. MARTIN.

1853.

Martin & Brother,
No 118 Main St. St. Louis,
No. 113 Broadway, New York.

MAMMOTH STOCK OF SPRING CLOTHING.

We are now manufacturing the latest and most complete STOCK OF SPRING CLOTHING ever offered to the Public and by the first of March will have it completed. Our FALL SALES so far exceeded our expectations, that we were entirely out of goods, and were compelled to disappoint hundreds of customers. But for the approaching season we shall endeavor to manufacture a stock that will supply all who favor us with their patronage. It is useless to boast of great bargains, as it is a fact acknowledged by all who have purchased of us, that we can and do sell clothing that pays them better and sells off cleaner than those purchased at any other house.

Call, and we will show you through with pleasure.

Martin & Brother,
No. 113 Broadway, New York. No. 118 Main street, St. Louis.
Feb 17-ly

1853. SAMUEL STILLWELL, 1853.
No. 53 Olive-st., bet. Second & Third,
St. Louis, Mo.

Manufacturer of
Pure Alcohol and Pure Spirits of any
proof required. Also—Spirit Gas, Phosgene Gas,
Chemical oil and camphene, warranted of a superior
quality, and for sale on reasonable terms.
Feb 17-53-6m

PRICES CURRENT.

HANNIBAL.

CORRECTED EVERY WEDNESDAY EVENING.

BACON,	40 00
FLOUR—best,	50 00
CORN MEAL,	40 00
APPLES—Dried,	1 25
PEACHES—Dried,	30 00
WHEAT,	60 00